



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Proposed Operations Plan for San Joaquin County Regional Transit District

MEETING DATE: June 1, 1994

PREPARED BY: Assistant City Manager

RECOMMENDED ACTION: None required.

BACKGROUND: San Joaquin Regional Transit District has forwarded their proposed Operations Plan to provide transit services outside the Stockton Metropolitan area.

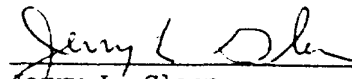
Included in this plan are fixed route bus systems providing transportation to and from Lodi, Stockton, Tracy and Manteca and countywide Dial-A-Ride.

Representatives from the Regional Transit District will be in attendance to make a presentation. I have enclosed the pages which pertain directly to the City of Lodi.

The complete report is on file in the City Clerk's office.

FUNDING: None required, Unknown, or Not applicable

Respectfully submitted,


Jerry L. Glenn
Assistant City Manager

JLG/pn

APPROVED



THOMAS A. PETERSON
City Manager



recycled paper

SAN JOAQUIN REGIONAL TRANSIT DISTRICT

PROPOSED OPERATIONS PLAN

(OUTSIDE STOCKTON
METROPOLITAN AREA)

MAY 1994

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**SAN JOAQUIN
REGIONAL TRANSIT DISTRICT**

**PROPOSED OPERATIONS PLAN
FOR EXPANDED COUNTYWIDE TRANSIT
SERVICES**

(OUTSIDE STOCKTON METROPOLITAN AREA)

MAY 1994

**SAN JOAQUIN REGIONAL TRANSIT DISTRICT
1533 EAST LINDSAY STREET
STOCKTON, CA 95205-4498
(209) 948-5566**

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SECTION I: BACKGROUND and PURPOSE

In April, 1994, SMART staff developed an Initial Service Plan for new transit service outside of the Stockton Metropolitan Area. The plan, which provided a broad overview of proposed intercity, interregional and general public dial-a-ride service, was made available for public review at all library branches in San Joaquin County and at the SMART facility.

A public input process followed release of the Initial Service Plan. The process included a series of eleven public hearings and permitted comment by mail, phone or fax. Specific origin and destination information was sought, along with input regarding when service was needed. Over 300 comments regarding service needs were received.

Simultaneously, SMART staff gathered travel demand, employment and population data to assist in service design. This Proposed Operations Plan has incorporated all available data to design a system of proposed services that will best meet the needs of the citizens of San Joaquin County, within available resources. This plan also contains a proposed fare structure for the new services.

The primary objective in the development of these proposed services was to design a system that will be user-friendly and will blend effectively with existing transit service within San Joaquin County. The proposed system will greatly expand access via transit both within San Joaquin County and throughout the region.

Public comments on this Proposed Operations Plan will be accepted through June 3, 1994. Following consideration of all public input, a Final Operations Plan will be presented to the SMART Board for consideration.

SECTION II: PROPOSED INTERCITY SERVICES

A. Tracy/Lathrop Corridor

General Description

The City of Tracy is located approximately thirty miles southwest of Stockton. The city's population is approximately 40,100 residents in a 12 square mile area. The population is distributed throughout the city limits. There are five major commercial centers and three primary civic centers for recreation. The major commercial centers are as follows: the Downtown area, Safeway Shopping Center, Savemart/K Mart Area on Tracy Boulevard, North Industrial Area, and the Southwest Industrial Area. The three major civic centers are City Hall area, the library, and Dr. Powers Park.

Tracy is a fast growing community and offers affordable housing to employees who work in the Bay Area. Approximately 54 percent of Tracy residents commute into the Bay Area to work.

The City of Lathrop is located approximately fifteen miles south of Stockton. Since the city's incorporation in 1990, its population has grown to approximately 7,453 residents in a 6.5 square mile area. As a new city, it is anticipated that Lathrop will experience significant growth during the next ten years. Presently, population is concentrated between Lathrop Road and Louise Avenue. The major commercial area of the city is located along Louise Avenue.

Major Employers

The City of Tracy has several major employers within the city limits. Among these major employers are Orchard Supply Hardware Distribution Center, D.R. Good, Orthopedic Technology, Leprino Foods, Heinz, Tracy Depot, Holly Sugar, Inland Shipping, and Yellow Freight. These employers are mostly located on MacArthur Drive, the southwest side of the city, and the most northern areas of the city. The physical locations of these major employers impacts the ability to serve each facility directly. However, coordination with the local transit service could enable shuttle service to employment sites.

The City of Lathrop has three major employers, Simplot Corporation, Nestle Corporation, and Libby Owens Ford Glass Corporation. As the city develops, additional employers are anticipated.

Please refer to Appendix C for the list of the major employers in Tracy and Lathrop.

Proposed Service

The current travel patterns justify two service designs that accommodate the various transportation needs. The first is an express service that would target commuters from the City of Stockton to work at Sharpe Depot in Lathrop and the Tracy Depot in Tracy. The second service design is an intercity service which would target customers who wish to travel between Tracy/Lathrop and Stockton and other cities in San Joaquin County for work, school, medical appointments and county services. For those riders who qualify under the District's Americans with Disabilities Act certification criteria, the District will offer *route deviation* to riders with an origin or destination within 3/4 of a mile from the route. A reservation for this service must be made at least one day prior to their trip. The proposed routes are described below:

Sharpe Depot Express/Tracy Depot Express. These commuter express routes are designed to collect passengers in Stockton from park and ride lots and transport them then directly to the Sharpe Depot and the Tracy Depot. These two routes will operate two trips to each facility in the morning and afternoon on weekdays only with no holiday service or weekend service.

These routes will originate at the I-5/Hammer Lane park and ride lot and will serve other park-and-ride lots along I-5. The Sharpe Depot will utilize I-5 and Roth Road for its route. The Tracy Depot will utilize I-5, Eleventh Street and Chrisman Road for its route. Both routes will directly serve the Administration Buildings and other main warehouses within the security perimeters of the facilities. Because this service will operate within the security perimeters, it will be necessary to restrict these express routes to the employees of Sharpe Depot and the Tracy Depot.

Lathrop/Tracy Intercity Route. This intercity service is designed to provide service between Stockton, Lathrop, and Tracy. As proposed, the Lathrop/Tracy intercity service

would be available from 5:55 a.m. to 7:05 p.m. on weekdays only with no holiday service or weekend service.

Several considerations were incorporated in the design of this service. The first consideration was to operate service that would remain competitive with the automobile. The second consideration was to serve employers that operate non-traditional work shifts and to serve major points of interest. This route provides direct access to employment and educational opportunities in Stockton, as well as providing access to employment sites, libraries, hospitals and shopping in Tracy and Lathrop.

In Tracy, this route will utilize MacArthur Drive, Eleventh Street, Tenth Street, Central Avenue, Eaton Avenue, Tracy Boulevard, Grant Line Road, Parker Avenue, and Lowell Avenue. The route will utilize I-205 and I-5 to travel between Tracy and Lathrop, will travel through Lathrop on Louise Avenue, Fifth Street and Lathrop Road, then continue to downtown Stockton via I-5. In addition, this route will be designed to "interline" with the Lodi-East intercity route, providing direct service from Tracy and Lathrop to Lodi, via Stockton.

This service will benefit Tracy residents who wish to travel to Lathrop and/or Stockton, as well as those individual from Lathrop who wish to travel to Stockton or Tracy. SMART will work with the cities of Tracy and Lathrop to coordinate intercity services with local transit services to expand trip options.

Appendix A of this document illustrates the proposed schedules and route maps for these services. Appendix B provides the projected operating statistics for these routes.

B. Lodi/Stockton Corridor

General Description

The City of Lodi is located approximately six miles north of Stockton. The City's population is approximately 52,000 residents in a 11.8 square mile area. According to the General Plan, the City of Lodi anticipates an annual growth rate of two percent.

The City of Lodi is a commercial center for the rural communities in northern San Joaquin County. Presently, there are two major commercial centers and two civic centers in Lodi. The first major commercial center is located on the eastern side of the City, primarily on Stockton Street. The other commercial center contains small businesses and small office developments located on Ham Street on the west side of the city.

One civic center is located at the corner of Ham and Kettleman Lane, and the other is located in the downtown area, between Pine and Elm Streets.

Major Employers

The City of Lodi has several major employers within the city limits. Among those employers are General Mill, Interlake Corporation, Lodi Memorial Hospital, Pacific Coast Producers and Cannery, and Valley Industries. The physical locations and unique work schedules of these businesses will impact the ability to serve each facility. Coordination with the local transit service and the local businesses should enhance this service corridor. A list of major employers in Lodi is contained in Appendix C.

Proposed Services

Two routes are proposed to serve the City of Lodi. For those riders who qualify under the District's Americans with Disabilities Act certification criteria, the District will offer *route deviation* to riders with an origin or destination within 3/4 of a mile from the route. A reservation for this service must be made at least one day prior to their trip. The proposed routes are described below:

Lodi-East Intercity Route. The Lodi-East route is designed to take persons from the City of Stockton to industrial employment locations along Stockton Road in Lodi as well as to take persons from the eastern neighborhoods in Lodi to educational and employment areas in Stockton. The proposed route will originate in downtown Stockton and terminate at the City of Lodi's existing transfer center on Walnut and School Streets in Lodi. SMART will work with the city of Lodi to coordinate intercity services with local transit services to expand trip options.

This route will utilize the following streets: California Street, Alpine Avenue and West Lane in Stockton and Harney Lane, Stockton Street, Pine Street, and Church Street in Lodi. In addition, this route will be designed to interline with the Lathrop/Tracy Intercity route. This will enable riders to conveniently travel to Tracy and/or Lathrop.

Lodi-West Intercity Route. The Lodi-West route is designed to take persons from Stockton to employment opportunities in the City of Lodi. In addition, the proposed route will serve residents of Lodi by connecting to educational and employment opportunities in the City of Stockton.

The proposed route would originate in downtown Stockton and terminate at the City of Lodi's existing transfer center on Walnut and School Streets in Lodi. SMART will work with the city of Lodi to coordinate Intercity services with local transit services to expand trip options.

The proposed routing for the Lodi-West route would utilize the following streets: Pacific Avenue and Lower Sacramento Road in Stockton and Kettleman Lane, Ham Lane, Lockeford Street, School Street, and Walnut Street in Lodi. In addition, this route will be designed to interline with the Manteca Intercity route. This will enable riders to conveniently travel to Manteca.

One morning trip and one evening trip of the Lodi-West route would serve the General Mills facility to meet the needs of employees working the 7:00 a.m. to 3:30 p.m. shift.

Appendix A of this document illustrates the proposed schedules and route maps for these services. Appendix B provides the projected operating statistics for these routes.

C. Manteca/Stockton Corridor

General Description

The City of Manteca is located approximately 12 miles south of Downtown Stockton. The population of Manteca is approximately 44,000 residents in a 10.8 square mile area. The City

is located near Interstate 5, State Highway 99, and State Highway 120 which provides convenient access to surrounding counties.

Population and housing in Manteca has nearly doubled while employment nearly tripled between 1970 and 1985, with greater population, housing, and employment growth still projected. Despite this rapid growth, the City of Manteca has preserved its small town and rural atmosphere.

Major Employers

Employment sites are distributed throughout the city. The major concentration of employers is at the Industrial Park located in the southeast side of town near the intersection of State Highway 120 and South Main street. A detailed list of Manteca's major employers and their respective number of employees is included in Appendix C.

Proposed Service

One route is proposed for this corridor. This route will be designed to interline with the Lodi-West intercity route. This will enable riders to convenient travel to Stockton and/or Lodi. For those riders who qualify under the District's Americans with Disabilities Act certification criteria, the District will offer *route deviation* to riders who have origins and destinations within 3/4 of a mile from the route. A reservation for this service must be made at least one day prior to their trip. The proposed route is described below:

Manteca Intercity Route. The proposed route for intercity service between Manteca and Stockton serves the major employers in Manteca, the park-and-ride location in Manteca (Wal Mart) as well as various activity centers and residential neighborhoods of Manteca.

The proposed route would utilize the following streets: San Joaquin Street, Weber Avenue, Hazelton Avenue and Airport Way in Stockton then to Manteca via Union Road, Louise Avenue, Main Street, North Street, Cottage Street and Yosemite Avenue.

Appendix A of this document provides the proposed schedules and route maps for this service. Appendix B illustrates the projected operating statistics for this route.

SECTION III: PROPOSED INTERREGIONAL SERVICES

Initially, the proposed interregional services will utilize eight vehicles. An additional four vehicles will be placed in service as additional demand warrants. The proposed interregional services are designed to accommodate residents in San Joaquin County who commute to major employment centers in the surrounding counties. This section will describe the proposed interregional service in the Bay Area Corridor, the Sacramento Corridor, and the Stanislaus Corridor.

A. Bay Area Corridor

General Description

Initially, a total of four vehicles will be operated on interregional services to Bay Area Counties. All new vehicles being purchased for this service will be "suburban coaches" that will be equipped with high-back cushioned seats, reading lights and overhead compartments.

The Bay Area interregional services will serve major employers, business parks, and major transit centers in the counties of Alameda, Contra Costa, and Santa Clara. As additional demand is identified, service in this corridor may expand.

Proposed Services

The proposed services are based upon travel demand data, comments from the initial public hearings, and from employers who expressed willingness to support SMART's interregional commuter services. The proposed services are described below:

BART Link. This service is designed to target commuters who need to be at their work site in the Bay Area by 8:00 a.m. This service is designed to transport commuters from the various park and rides located along I-5 and I-205 to the Bay Fair BART Station in San Leandro by 7:00 a.m. The return trip is designed to meet SMART commuters at the Bay Fair BART Station at 6:00 p.m.

This route will utilize the following park and ride lots: Hammer Lane, Benjamin Holt Drive, March Lane and Grant Line Road. In addition, this route will utilize the following roadways: I-5, I-205, I-580, Carolyn Street, 164th Street, East 14th Street, 159th Street, and Coelho Street. Appendix A of this document provides the proposed schedules and route maps for this service. Appendix B illustrates the projected operating statistics for this service.

Bishop Ranch Commuter. This proposed service is designed to penetrate Contra Costa County to serve the Bishop Ranch Business Park located at the Bollinger Canyon Exit from I-680 in San Ramon. There are a number of major employers who employ San Joaquin County residents (i.e. Pacific Bell, Chevron Corporation, First Deposit Bank). The business park owners' association has offered to assist SMART in informing other employers through their internal marketing network.

This proposed service is designed to transport commuters from the various park and ride lots located along I-5 and I-205 to key employers in the business park by 8:00 a.m. The return trip is designed to pick-up SMART commuters at Bishop Ranch at 5:10 p.m. Appendix A of this document provides the proposed schedules and route maps for this service. Appendix B illustrates the projected operating statistics for this service.

SMART has identified the following park and ride lots for this service: Hammer Lane, Benjamin Holt Drive, March Lane, and Tracy-Grant Line Road. This service will utilize the following roadways: I-5, I-205, I-580, I-680 north, Bollinger Canyon Road, and Camino Ramon.

Milpitas Commuter. This proposed service is designed to penetrate Santa Clara County to serve the Sun Micro Systems, the Quantum Corporation, and the LSI Logic Corporation. Sun Micro System currently has three campuses in Santa Clara County, they are: Milpitas, Menlo Park, and Mountain View. By serving the Milpitas Campus, the "Sun Way Shuttle" would be available to transport riders who work at one of the other campuses. The Sun Way Shuttle is operated by the Sun Micro Systems and is used to transport employees to/from the Fremont BART Station and the other campuses. Sun Micro Systems is located off of the Dixon Landing Road Exit from I-880 on California Circle in Milpitas. There are a number of employers within the vicinity of Sun Micro

Systems, including, Okidata, Pepsi Bottling Company, HMT Technologies, LSI Logic, Collegene Corporation, and Quartz International.

The Employee Transportation Coordinator at Sun Micro Systems has expressed interest in coordinating with SMART to offer their company's employees another viable commute alternative.

Both the Quantum Corporation and LSI Logic Corporation are located two miles south on I-880 from Sun Micro Systems and are located on MacCarthy Road in Milpitas which is located near the I-880/237 Junction. Employee Transportation Coordinators at these sites have also expressed interest in coordinating with SMART to offer their companies' employees another viable commute alternative. This particular service has exceptional opportunity for growth and development as direct result for being located near other major employers and Santa Clara's light rail system.

As proposed, this service is designed to transport commuters from the various park and rides located along I-5 and I-205 to key employers by 8:00 a.m. The return trip is designed to pick up commuters at the key employers in Milpitas at 5:15 p.m. This service would operate on weekdays only and no holidays. Appendix A of this document illustrates the proposed schedules and route maps for this service. Appendix B provides the projected operating statistics for this service.

Lockheed Commuter. This proposed service is designed to penetrate Santa Clara County to directly service Lockheed Aerospace in Sunnyvale. Lockheed is located near State Highway 237 off of the Malthilda Avenue Exit on Lockheed Way. There are currently 35,000 employees at this site, 240 of which commute from San Joaquin County. There are also a number of other employers in the vicinity.

The Alternative Commute Coordinator at Lockheed has expressed interest in coordinating with SMART to offer company employees another viable commute alternative.

As proposed, this service is designed to transport commuters from various park and ride lots located along I-5 and I-205 to Lockheed by 6:30 a.m. The return trip is designed to pick up commuters at Lockheed at 3:45 p.m. This service would operate on weekdays only and no holidays. Appendix A of this document illustrates the proposed schedules

and route maps for this service. Appendix B provides the projected operating statistics for this service.

B. Sacramento Corridor

General Description

A total of two vehicles will be operated on interregional services to Sacramento County. All new vehicles being purchased for this service will be "suburban coaches" that will be equipped with high-back cushioned seats, reading lights, and overhead compartments.

The Sacramento interregional services will serve major employment centers and transit centers in Sacramento County.

Major Employers

There are three major employment centers in Sacramento County that are targeted for service within this corridor. The first major employment center is the Downtown Sacramento area, where the State's government offices and agencies are located. The second major employment center is the Rancho Cordova area in the East County. Major employers in Rancho Cordova include: the State Franchise Board, the Internal Revenue Service, and the Bank of America Data Processing Center. The third major employment center is the South Natomas Business Park which is located just five minutes from Downtown Sacramento and is the site of numerous employment sites. A detailed list of major employers and their respective number of employees is included in Appendix C.

Proposed Services

The proposed services are based upon travel demand data, the comments received from the initial public hearings, and from employers who expressed willingness to support SMART's interregional commuter services. The proposed services are described below:

Downtown Sacramento/Natomas Business Park Commuter. This proposed service is designed to target commuters who need to be at their work site in Sacramento

Downtown area and the Natomas Business Park by 8:00 a.m.. The return trip is designed to pick up commuters beginning at 5:10 p.m.

This proposed service will utilize park and ride lots located along State Highway 99. This service will utilize the following roadways: State Highway 99, US 50, Interstate 5, "J" Street, Capitol Street, 8th Street, 10th Street, "I" Street, the Garden Highway Exit, and Natomas Park Drive. Appendix A of this document illustrates the proposed schedules and route maps for this service. Appendix B provides the projected operating statistics for this route.

Rancho Cordova Commuter. This proposed service is designed to serve the State Franchise Board, the Internal Revenue Service, and the Bank of America Corporation. This service will transport commuters who need to be at the key employers in Rancho Cordova by 8:00 a.m. The return trip is designed to pick up commuters at key employers beginning at 5:15 p.m.

This service will utilize park and ride lots located along State Highway 99. The service will utilize the following roadways: State Highway 99, US 50, Zinfandel Drive, White Rock Road, International Drive, and Prospect Park Drive. Appendix A of this document illustrates the proposed schedules and route maps for this service. Appendix B provides the projected operating statistics for this service.

C. Stanislaus County Corridor

General Description

A total of two vehicles will be operated on interregional services to Stanislaus County. All new vehicles being purchased for this service will be "suburban coaches" that will be equipped with high-back cushioned seats, reading lights and overhead compartments.

The Stanislaus County interregional services will serve major employers in the county.

Major Employers

Initially, five major employment centers have been identified in the Cities of Modesto and Oakdale for interregional service in this corridor. The employment sites are: the Hershey Corporation, Gallo Vineyards, the Campbell Soup Corporation, the Wesson Corporation, and the Hunt Corporation. These locations were selected on the basis of total number of employees and potential for effective transit service. A detailed list of the major employers is included in Appendix C.

Proposed Service

The proposed services are based upon travel demand data, the comments received from the initial public hearings, and from employers who expressed willingness to support SMART's interregional commuter services. The proposed service is described below:

Hunt-Wesson/Hershey Commuter. The proposed service is designed to transport commuters at various park and ride lots along Interstate 5 and Interstate 205 to their respective employers by 7:00 a.m. The return trip is designed to pick up commuters at their respective employers at 3:30 p.m. This service would provide commute alternatives to employees of both the Hunt-Wesson factory and the Hershey Chocolate facility in Oakdale

The proposed route will utilize the following roadways: State Highway 4, State Highway 99, State Highway 120 and Yosemite Avenue. Appendix A of this document provides the proposed schedules and route maps for this service. Appendix B illustrates the projected operating statistics for this route.

Gallo/Campbell's Soup Commuter. This proposed service is designed to transport commuters to Gallo Vineyards and Campbell's Soup by 8:00 a.m. The return trip will pick up commuters at Gallo Vineyards and Campbell's Soup at 5:15 p.m.

The proposed service will utilize the following roadways: State Highway 4, State Highway 99, "L" Street, 9th Street, "D" Street, and Yosemite Avenue. Appendix A of this document provides the proposed schedules and route maps for this service. Appendix B illustrates the projected operating statistics for this service.

SECTION IV: PROPOSED GENERAL PUBLIC DIAL-A-RIDE SERVICE

General Description

Dial-a-ride service for the general public, including the elderly and persons with disabilities, will be introduced in areas where ridership necessary to support fixed route service is not anticipated at this time. The service area for the General Public Dial-A-Ride will include the rural cities of Escalon and Ripon, as well as all rural unincorporated areas in the rest of the county.

The general public dial-a-ride service will be a demand response service. Individuals will be required to make reservations for service at least one day in advance.

Proposed Service

The service is proposed to operate from 6:30 a.m. - 11:30 a.m. and 1:30 p.m. - 6:30 p.m. on weekdays with no weekend or holiday service. These hours are recommended to provide the opportunity for commute trips as well as to accommodate non-peak trip purposes.

Countywide general public dial-a-ride service will be provided via a zonal design. Four zones have been established according to criteria that assures accessibility to basic services, such as major shopping facilities and a general public hospital. Direct service on the general public dial-a-ride service will only be available for travel within a zone. The entire Stockton Metropolitan Area may be considered to be a part of each zone depending upon destination and demand for the purpose of service into and out of the Stockton Metropolitan Area. Transfers to intercity and Stockton Metropolitan Area services may be required be available for longer distance trips.

Trips may begin and/or end in Stockton, Lodi, Manteca, Tracy or Lathrop. However, trips completely within or between these cities are not permitted. Service is also not available for trips completely within the cities of Ripon or Escalon.

The following is a description of the zones which are proposed:

Zone 1. This zone will serve Thornton, Woodbridge, the rural areas west of Lodi and the rural areas northwest of Stockton. It is bounded by the Sacramento/San Joaquin

county boundaries to the north and by the Contra Costa/San Joaquin County boundaries to the west. It is bounded by State Highway 4 to the south, by the Stockton Metropolitan Area boundary to the southeast and by State Highway 99 and the eastern Lodi city limits to the east.

Zone 2. This zone will serve Clements, Lockeford, Linden, Farmington and rural areas east of Lodi. It is bounded to the north by the Sacramento/San Joaquin county boundaries. It is bounded to the west by State Highway 99 and the western Lodi city limits. It is bounded to the east by the Amador/Calaveras/Stanslaus/San Joaquin county boundaries, to the southwest by the Stockton Metropolitan Area boundary and to the south by State Highway 4.

Zone 3. This zone will serve Farmington, Escalon, Ripon, and the rural areas southeast of Stockton. This zone is bounded to the north by State Highway 4, to the northwest by the Stockton Metropolitan Area boundary, to the west by State Highway 99 and the western Manteca and Ripon city limits, to the east by the Stanislaus/San Joaquin county boundaries and to the south by the Stanislaus/San Joaquin County line.

Zone 4. This zone will serve Ripon, French Camp and rural areas southwest of Stockton. It is bounded to the north by State Highway 4, to the northwest by Contra Costa/San Joaquin boundary line and by the Alameda/San Joaquin boundary line to the southwest, to the northeast by the Stockton Metropolitan Area boundary, to the east by State Highway 99 and the eastern Ripon and Manteca city limits and to the south by the Stanislaus/San Joaquin boundary line.

A map of the proposed zones is contained in Appendix B. Appendix C illustrates the projected operating statistics for this service.

SECTION V: PROPOSED FARE STRUCTURE

Intercity

The following fare structure is proposed for intercity services. Cash fares are for a single trip, with free transfers available for connections to other intercity service or to fixed route service in the Stockton Metropolitan Area. Special fares are available to students and senior citizens with proper identification. The student fare is available to individuals between the ages of 6 and 17, and college students. The senior fare is available to individuals who are 65 and over. All weekday only and monthly passes are good for unlimited rides on both the intercity service and fixed route service in the Stockton Metropolitan Area.

<u>Category</u>	<u>Fare</u>
<u>Cash</u>	
Adult	\$1.00
Senior/Disabled	\$0.50
Student	\$0.75
Express	\$1.50
Child (Under 5)	free - limit one
<u>Monthly Pass</u>	
Adult	\$45.00
Senior/Disabled	\$24.00
Student	\$36.00
Express	\$45.00
<u>Weekday Only Pass</u>	
Adult	\$35.00
Student	\$26.00
<u>Ten Ride Pass</u>	
Adult	\$10.00
Senior/Disabled	\$ 5.00
Student	\$ 7.50
Express	\$15.00

Interregional

Interregional fares will be based on distance. Monthly subscription fares will be available for regular riders. The purchase of a subscription will guarantee the rider a seat on the vehicle. Daily round trip fares of \$7.00 will also be offered on a space available basis. The proposed fares for interregional services are below:

<u>One Way Mileage</u>	<u>Monthly Subscription</u>
20 - 30	\$ 75.00
30 - 40	\$ 80.00
40 - 50	\$ 85.00
50 - 60	\$ 90.00
60 - 70	\$ 95.00
70 - 80	\$100.00
80 - 90	\$105.00
90 -100	\$110.00
100 -110	\$115.00
110 -120	\$120.00

General Public Dial-A-Ride

The one way cash fare on Dial-A-Ride is proposed to be \$1.50 for all persons. Ten ride passes are proposed at a cost of \$15.00. Free transfers will be available for connections to intercity service and fixed route service in the Stockton Metropolitan Area.

APPENDICES

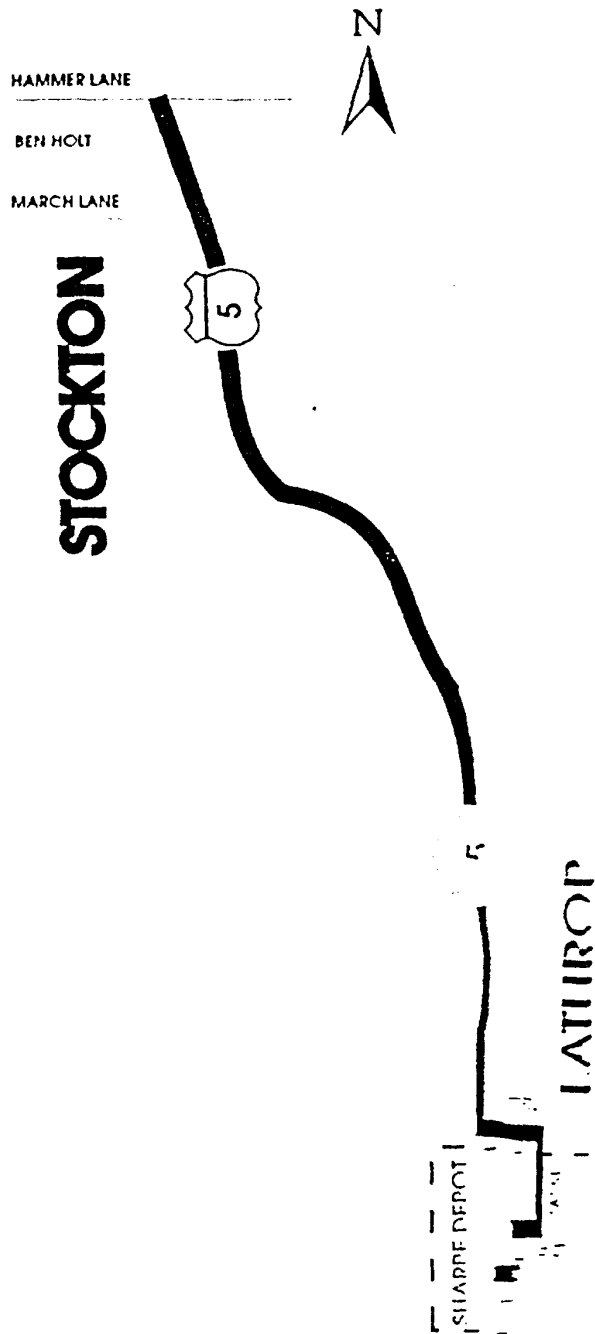
APPENDIX A: ROUTE SCHEDULES AND ROUTE MAPS

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APPENDIX A - Proposed Route Schedules and Route Maps Sharpe Depot Express

SHARPE DEPOT

SHARPE DEPOT																													
Run	Hammer			Ben Holt			March			Lathrop		Administration			Bdg 300			Administration			March			Ben Holt			Hammer		
AM		5:00			5:05			5:08		5:22		5:24				5:27													
AM		6:00			6:05			6:08		6:22		6:24				6:27													
PM												2:40				2:43					2:45					3:03		3:14	
PM												3:40				3:43					3:45					4:03		4:14	



APPENDIX A - Proposed Route Schedules and Route Maps

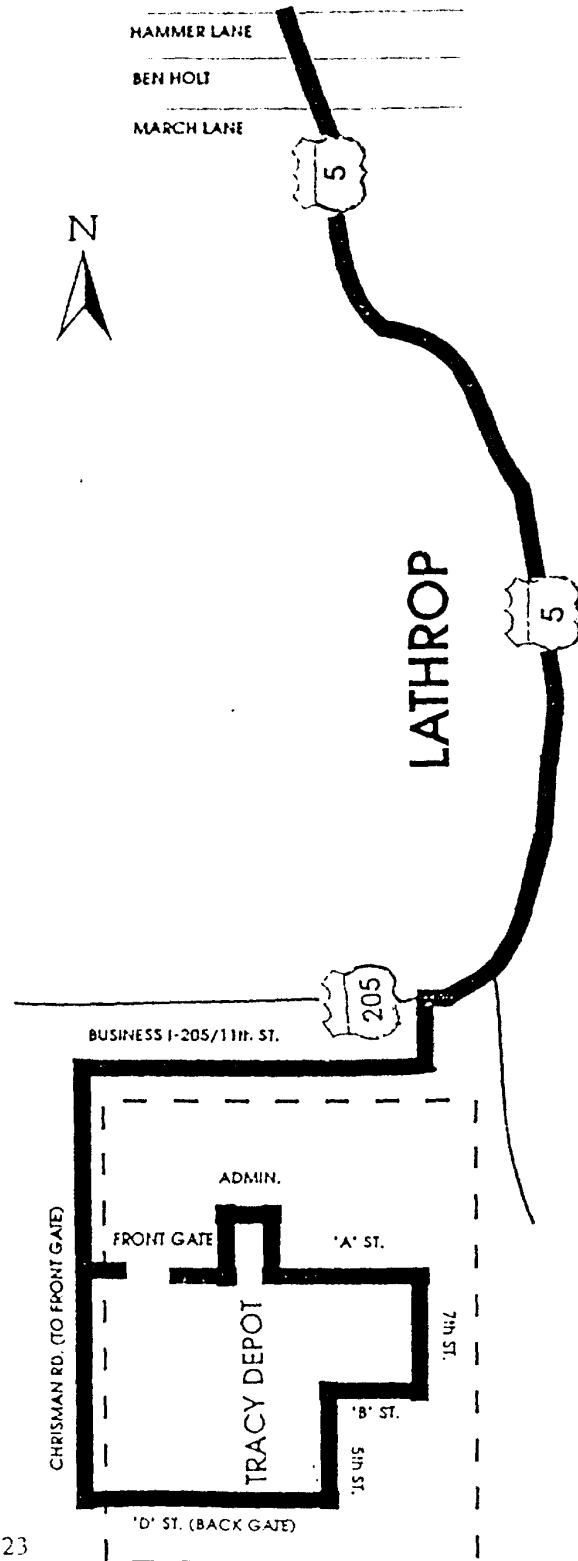
Tracy Depot

TRACY DEPOT							Stockton		
Run	Hammer	Ben Holt	March	Tracy Depot			March	Ben Holt	Hammer
				Bdg 30	Bdg 16	Administration			
AM	5:00	5:05	5:08	5:51	5:53	5:55			
AM	6:00	6:05	6:08	6:51	6:53	6:55			
PM				2:40	2:42	2:44	3:32	3:38	3:43
PM				3:40	3:42	3:44	4:32	4:38	4:43



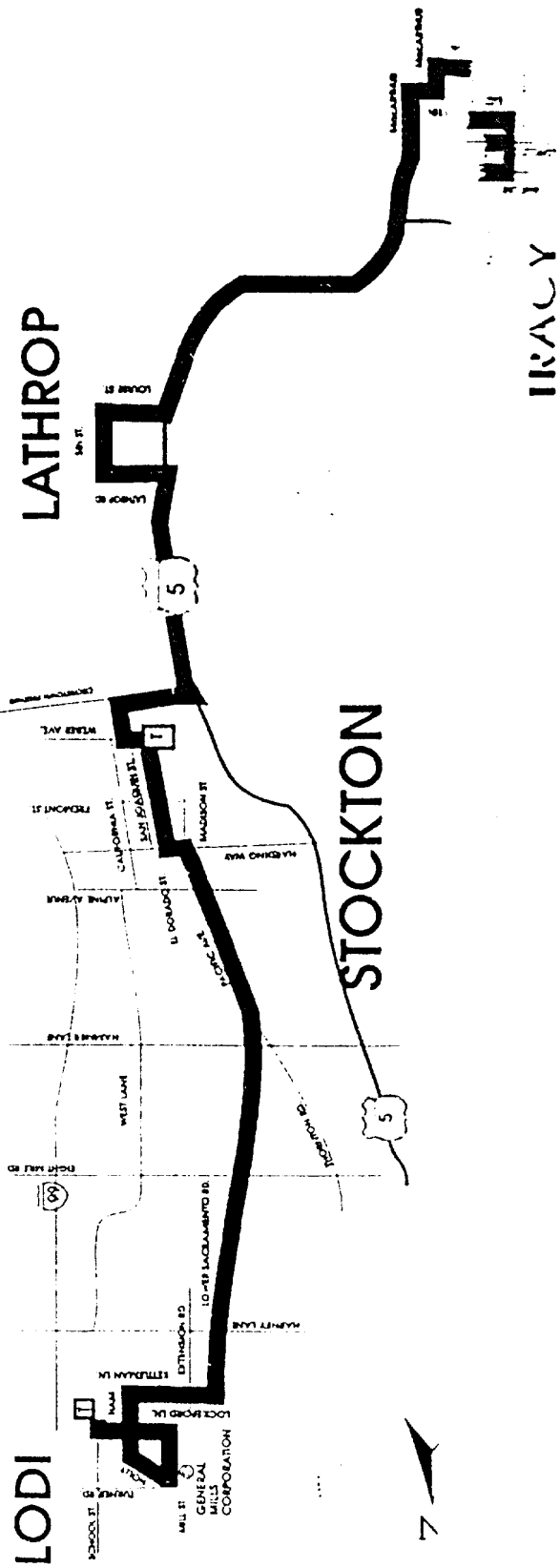
23

STOCKTON



APPENDIX A - Proposed Route Schedule and Route Map Tracy/Lathrop/Stockton/Lodi West

24



APPENDIX A - Proposed Route Schedule and Route Map
Tracy/Lathrop/Stockton/Lodi West

TRACY/LATHROP/STOCKTON/LODI WEST ROUTE

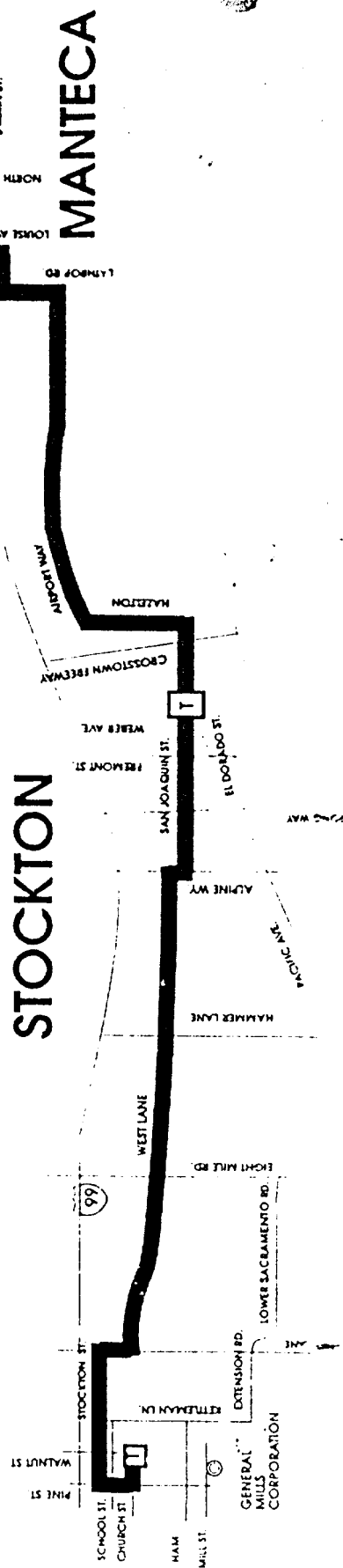
Tracy Depart	Big Valley Outlet Arrive	Downtown Stockton Arrive	Delta College Arrive	Lodi Arrive	Lodi Depart	Delta College Arrive	Downtown Stockton Arrive	Big Valley Outlet Arrive	Tracy Arrive
---	---	---	---	---	---	---	5:55	6:15	6:45
---	---	---	---	---	6:00	6:30	6:50	7:10	7:40
---	---	---	---	---	---	---	---	---	---
---	---	5:55	6:15	* 6:45	6:55	7:25	7:45	8:05	8:35
6:00	6:30	6:50	7:10	7:40	7:50	8:20	8:40	9:00	9:30
6:55	7:25	7:45	8:05	8:35	8:45	9:15	9:35	---	---
7:50	8:20	8:40	9:00	9:30	9:45	10:15	10:35	10:55	11:25
8:45	9:15	9:35	---	---	---	---	---	---	---
9:45	10:15	10:35	10:55	11:25	11:40	12:10	12:30	12:50	1:20
11:40	12:10	12:30	12:50	1:20	1:35	2:05	2:25	2:45	3:15
---	---	---	---	---	---	---	3:20	3:40	4:10
1:35	2:05	2:25	2:45	3:15	* 3:30	4:00	4:20	4:40	5:10
---	---	3:20	3:40	4:10	4:25	4:55	5:15	5:35	6:05
3:30	4:00	4:20	4:40	5:10	5:25	5:55	6:15	6:35	7:05
4:25	4:55	5:15	5:35	6:05	6:10	6:40	7:00	---	---
5:25	5:55	6:15	6:35	7:05	---	---	---	---	---
6:10	6:40	7:00	---	---	---	---	---	---	---

* Serves General Mills

APPENDIX A - Proposed Route Schedules and Route Maps Manteca/Stockton/Lodi East

26

LODI



APPENDIX A - Proposed Route Schedules and Route Maps
Manteca/Stockton/Lodi East

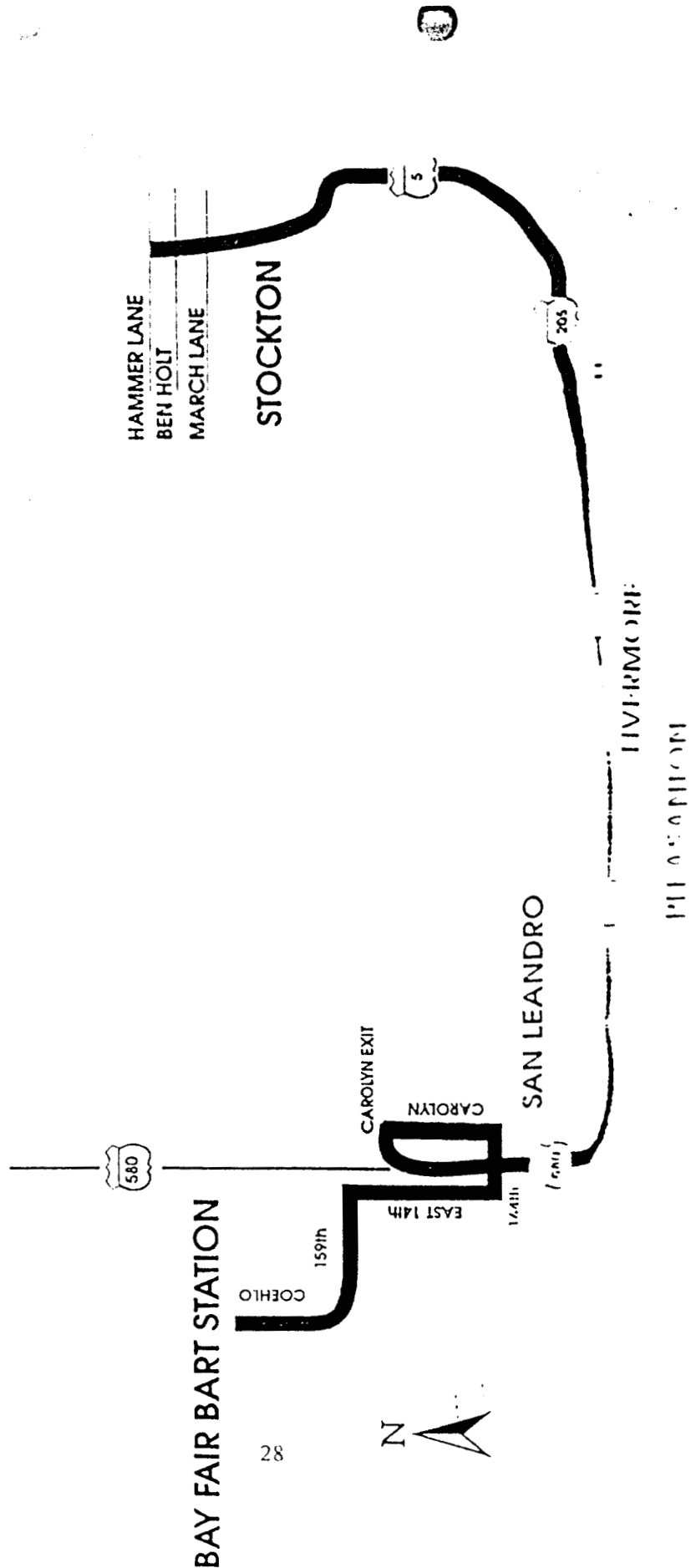
MANTECA/STOCKTON/LODI EAST ROUTE

Manteca Depart	Downtown Stockton Arrive	Kaiser Arrive	Lodi Arrive	Lodi Depart	Kaiser Arrive	Downtown Stockton Arrive	Manteca Arrive
---	---	---	---	---	---	5:55	6:45
---	---	---	---	6:00	6:30	6:50	7:40
---	5:55	6:15	6:45	6:55	7:25	7:45	8:35
6:00	6:50	7:10	7:40	7:50	8:20	8:40	9:30
6:55	7:45	8:05	8:35	8:45	9:15	9:35	---
7:50	8:40	9:00	9:30	9:45	10:15	10:35	11:25
8:45	9:35	---	---	---	---	---	---
9:45	10:35	10:55	11:25	11:40	12:10	12:30	1:20
11:40	12:30	12:50	1:20	1:35	2:05	2:25	3:15
---	---	---	---	---	---	3:20	4:10
1:35	2:25	2:45	3:15	3:30	4:00	4:20	5:10
---	3:20	3:40	4:10	4:25	4:55	5:15	6:05
3:30	4:20	4:40	5:10	5:25	5:55	6:15	7:05
4:25	5:15	5:35	6:05	6:10	6:40	7:00	---
5:25	6:15	6:35	7:05	---	---	---	---
6:10	7:00	---	---	---	---	---	---

APPENDIX A - Proposed Route Schedule and Route Map BART Link

BART LINK

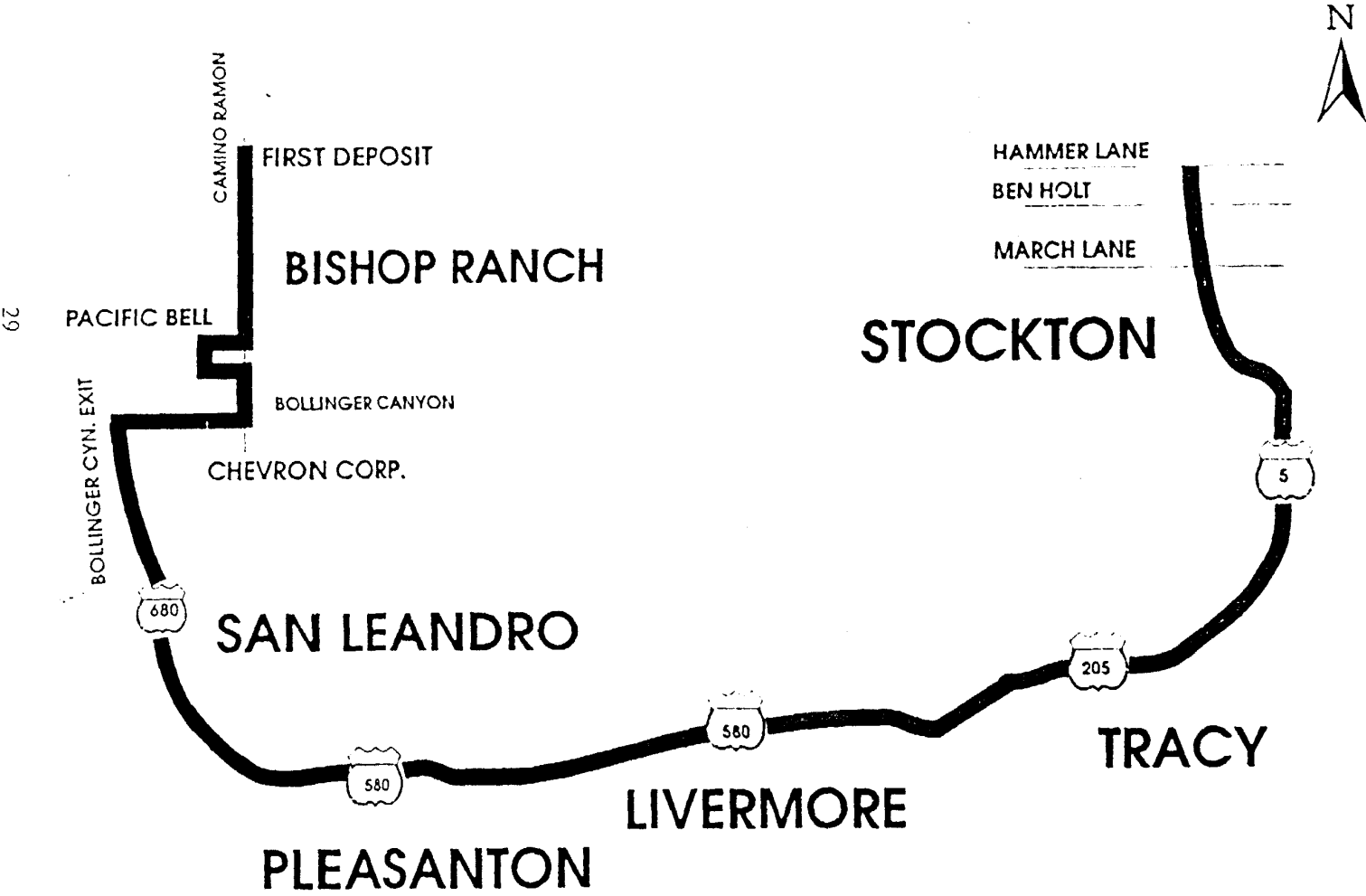
Run	Hammer	Ben Holt	March	Tracy	Bayfair BART	Tracy	March	Ben Holt	Hammer
AM	5:16	5:22	5:28	5:54	6:52	6:58	7:26	7:32	7:38
PM					6:00				



APPENDIX A - Proposed Route Schedules and Route Maps Bishop Ranch Commuter

BISHOP RANCH COMMUTER

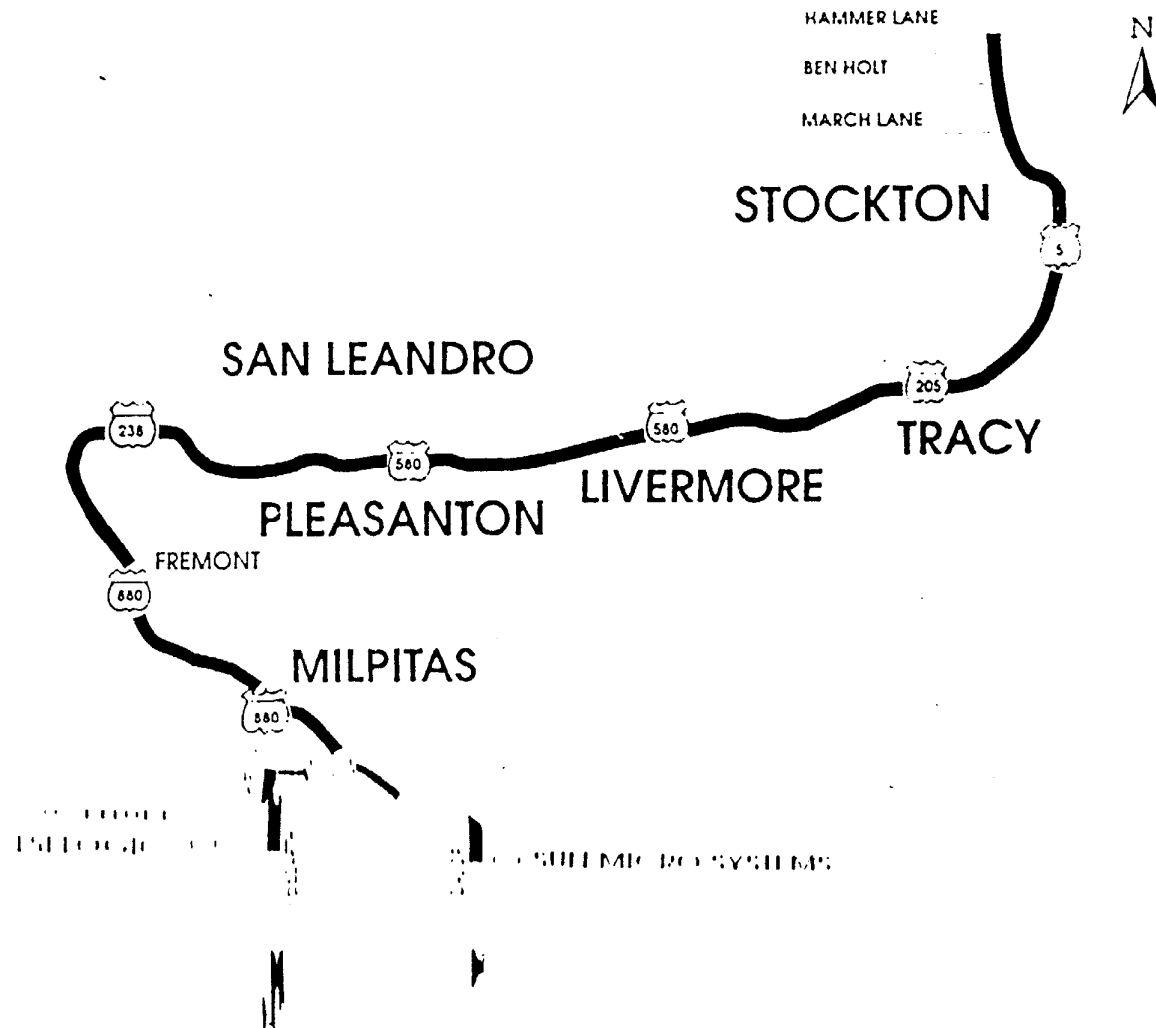
Run	Hammer	Ben Holt	March	Tracy	Chevron	Pacific Bell	First Deposit	Chevron	Pacific Bell	First Deposit	Tracy	March	Ben Holt	Hammer
AM	6:26	6:32	6:38	7:02	7:36	7:42	7:45	5:10	5:13	5:19	5:57	6:25	6:31	6:37
PM														



APPENDIX A - Proposed Route Schedules and Route Maps Milpitas Commuter

MILPITAS COMMUTER

Run	Hammer	Ben Holt	March	Tracy	Quantum	LSI Logic	Sun Micro Systems	Okidata	Sun Micro Systems	LSI Logic	Tracy	March	B. Holt	Hammer
AM	6:00	6:04	6:10	6:38	7:23	7:26	7:45	7:45						
PM							5:15	5:16	5:35	5:38	7:02	7:30	7:36	7:40

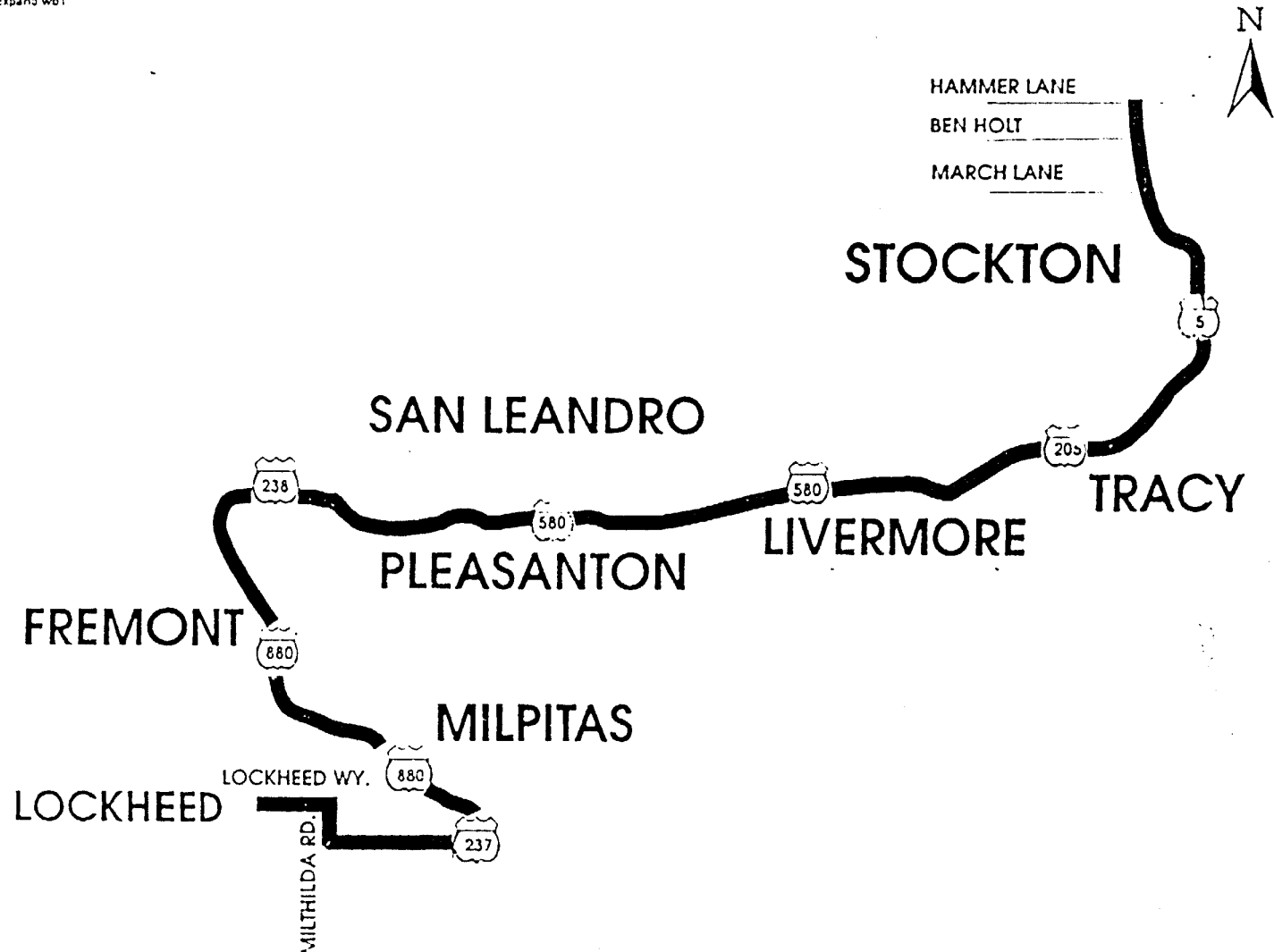


APPENDIX A - Proposed Route Schedules and Route Maps Lockheed Commuter

LOCKHEED COMMUTER

Run	Hammer	Ben Holt	March	Tracy	Lockheed	Tracy	March	Ben Holt	Hammer
AM	4:45	4:51	4:57	5:25	6:45				
PM					3:45	5:05	5:33	5:39	5:45

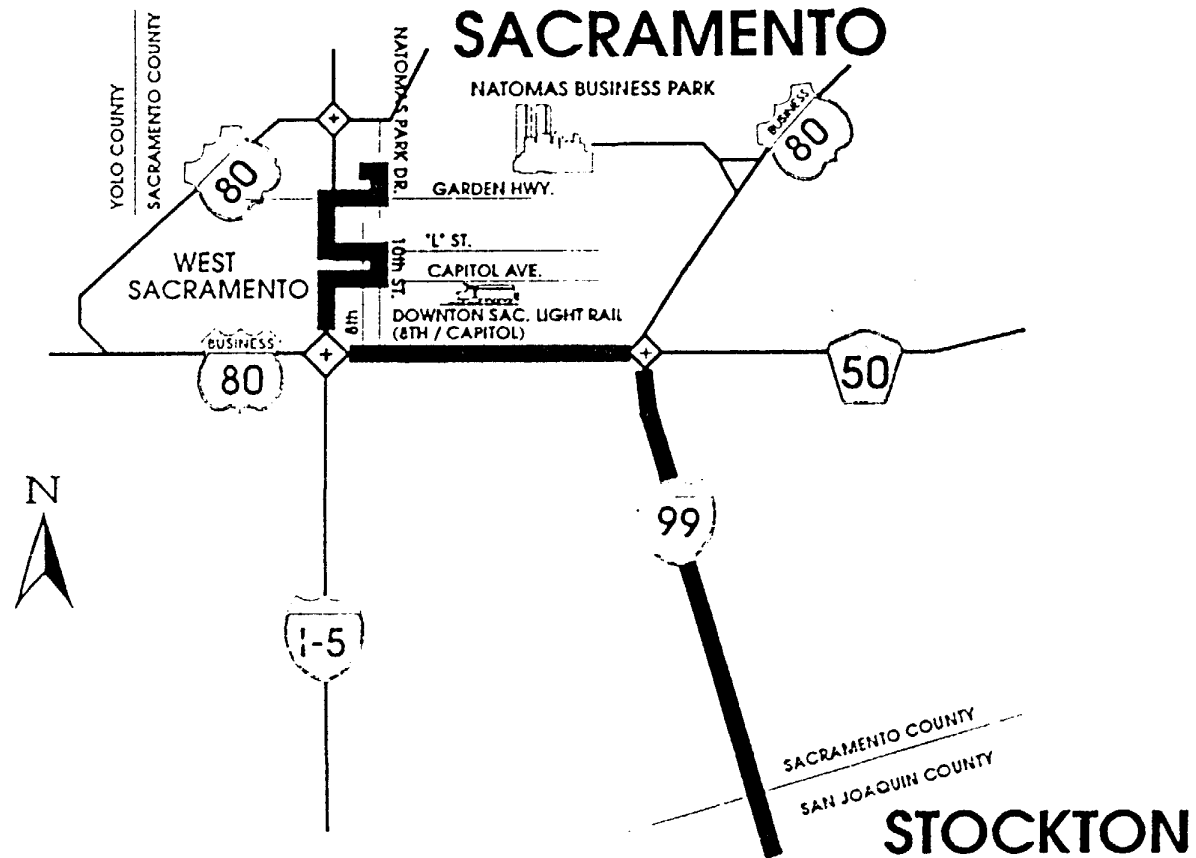
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APPENDIX A - Proposed Route Schedules and Route Maps Downtown Sacramento/Natomas Park Commuter

THE DOWNTOWN SACRAMENTO/NATOMAS PARK COMMUTER

	SJ/ Weber	Hammer	Lodi	Downtown Sacramento	Natomas Business Park	Downtown Sacramento	Lodi	Hammer	SJ/ Weber
Run	6:39	6:54	7:04	7:45	7:50				
AM					5:10	5:15	5:56	6:06	6:21
PM									



APPENDIX A - Proposed Route Schedules and Route Maps Rancho Cordova Commuter

RANCHO CORDOVA COMMUTER

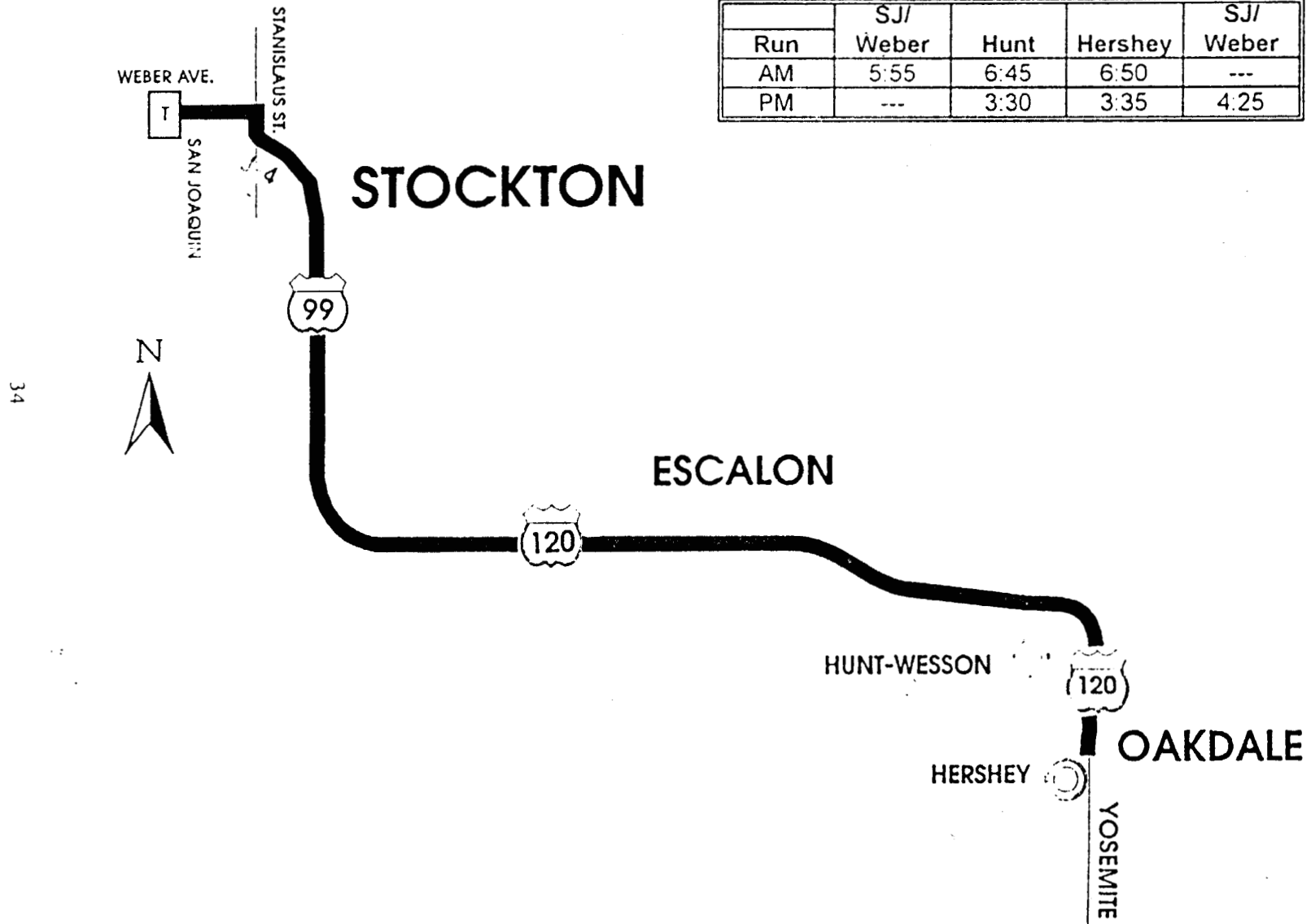
Run	SJ/ Weber	Hammer	Lodi	Rancho Cordova	Lodi	Hammer	SJ/ Weber
AM	6:29	6:44	6:54	7:55			
PM				5:15	6:11	6:21	6:36



APPENDIX A - Proposed Route Schedules and Route Maps Oakdale Commuter

HUNT-WESSON COMMUTER

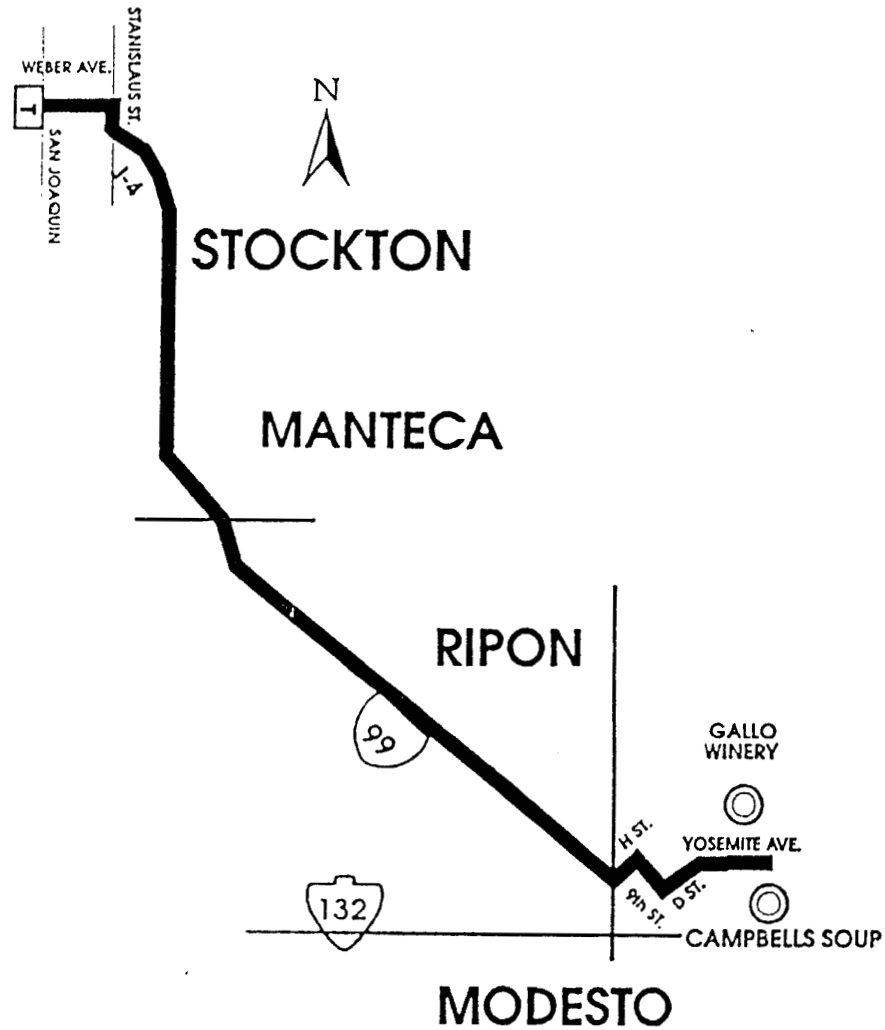
	SJ/ Weber	Hunt	Hershey	SJ/ Weber
Run				
AM	5:55	6:45	6:50	---
PM	---	3:30	3:35	4:25



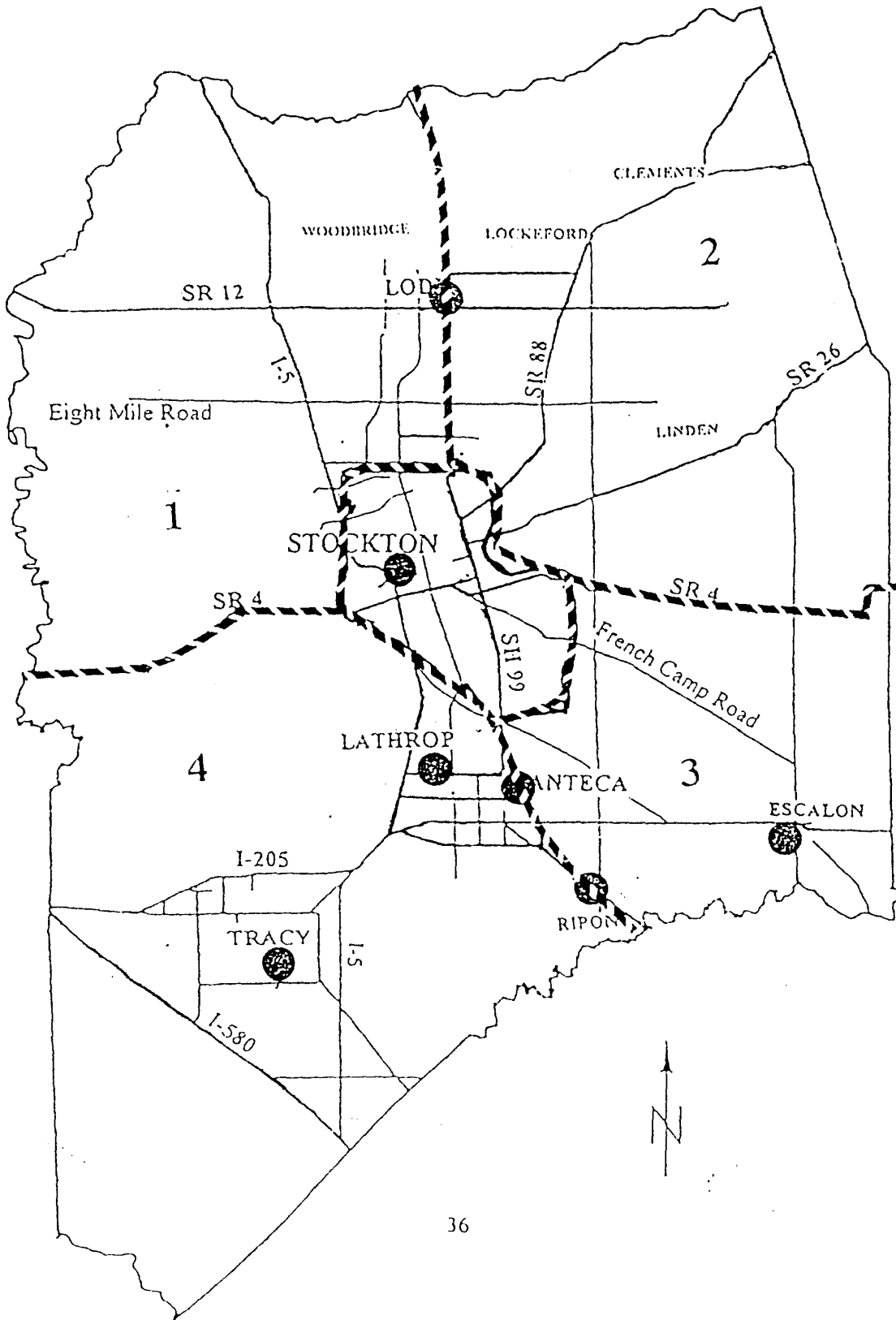
APPENDIX A - Proposed Route Schedules and Route Maps Modesto Commuter

GALLO/CAMPBELL COMMUTER

Run	SJ/ Weber	Gallo	Campbell	Gallo	SJ/ Weber
AM	6:55	7:35	7:45	---	---
PM	---	---	5:15	5:25	6:05



Countywide General Public Dial-A-Ride



APPENDIX B: PROJECTED OPERATING STATISTICS

Statistic	Revenue Hours	Bus Requirements
<u>Intercity Routes</u>		
Tracy/Lathrop/Lodi West	10,920	4
Manteca/Lodi East	10,920	4
Sharpe Depot Express (1)	520	
Tracy Depot Express (1)	1,040	
Subtotal	23,400	8
<u>Interregional Routes</u>		
BART Link	926	1
Bishop Ranch Commuter	831	1
Downtown Sacramento/Natomas	602	1
Lockheed Commuter	1,142	1
Milpitas Commuter	1,250	1
Modesto Commuter	422	1
Oakdale Commuter	464	1
Rancho Cordova Commuter	414	1
Subtotal	6,051	8
<u>General Public Dial-A-Ride</u>		
Countywide	13,000	5
ANNUAL TOTALS	29,451	21

(1) Sharpe Express service utilizes Lathrop/Tracy buses

APPENDIX C: MAJOR EMPLOYERS

INTERCITY ROUTES

<u>Employer</u>	<u>Employees</u>
<u>Tracy/Lathrop Corridor</u>	
1. DR Good	150
2. Heinz Company	750
3. Leprino Foods	350
4. Orchard Supply Hardware	230
5. Orthotech	163
6. Sharpe Depot & Tracy Depot	2,000
7. Tracy Community Hospital	210
8. Simplot	160
9. Libby, Owens, and Ford	468
TOTAL EMPLOYEES	4,481

<u>Employer</u>	<u>Employees</u>
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Lodi Corridor

1. General Mills	833
2. Interlake Corporation Lodi Fabrication	185
3. Lodi Memorial Hospital	650
4. Pacific Coast Producers and Cannery	400
5. Valley Industries	200
TOTAL EMPLOYEES	2,268

Manteca Corridor

1. Amtex Corporations	100
2. Continental Telephone	152
3. Doctor's Hospital	385
4. Eckert Cold Storage	500
5. City of Manteca	250
6. Shiako Electric America	330
7. Spreckel's Sugar	220
TOTAL EMPLOYEES	1,437

INTERREGIONAL ROUTES

<u>Employer</u>	<u>Employees</u>
<u>Bay Area Corridor</u>	
Chevron Corporation	2,800
First Deposit Corporation	230
Lockheed	35,000
LSI Logic Corporation	1,500
Pacific Telesis	6,500
Quantum Corporation	2,100
Sun Micro Systems	2,500
TOTAL EMPLOYEES	50,630
<u>Sacramento Corridor</u>	
City of Sacramento	4,500
Sutter Community Hospital	4,200
State Dept. of General Services	3,268
Sacramento County	3,787
Caltrans	3,437
Sacramento Bell	2,212

<u>Employer</u>	<u>Employees</u>
<u>Sacramento Corridor (Continued)</u>	
State Franchise Tax Board	4,000
Foundation Health	1,500
Bank of America	2,000
IRS, Welfare Dist. Center	3,500
U.S Computer Systems	1,600
Aerojet	7,000
Bluecross of California	1,000
TOTAL EMPLOYEES	42,004
<u>Stanislaus Corridor</u>	
Gallo Vineyards	1,500
Campbell Soup Corporation	625
Hershey Chocolate	750
Hunt-Wesson	350
TOTAL EMPLOYEES	3,225